Amendment to the Specification

Please amend the paragraph at Page 2, lines 3 through 15, as follows:

Design procedure of ~~the~~ normal concrete pavement results in a ~~the~~ certain value of normal concrete thickness. The sense of composite pavements of ~~the~~ identical capacity is in the reduction of consumption of normal concrete with high cost crushed granite as a coarse aggregate by replacing of a part of this concrete with a ~~by~~ subbase or lower ~~lover~~ layer of cheaper concrete. Design procedure of composite concrete pavement should result in the equivalent normal concrete thickness of the same value as for the corresponding normal concrete pavement. The choice of flexural strength for subbase and lower ~~lover~~ layer of a composite concrete pavement is determined by ~~the~~ merely economic ~~economical~~ reasons. An increase ~~Increase~~ of flexural strength of the concrete of the subbase or lower layer means an ~~the~~ increase of equivalent thickness of normal concrete pavement and the possibility of a corresponding reduction of thickness of normal concrete surface course of this pavement. Increase of equivalent normal concrete thickness of composite pavement due to increase of flexural strength of concrete of subbase without changing of the thickness of subbase can be considered approximately as a measure of a possible reduction of thickness of surface course of this pavement.

Please amend the paragraph at Page 2, lines 16 through 20, as follows:

Design chart for composite concrete pavement with lean concrete subbase of modulus of rupture in the range from 150 to 450 psi is presented on ~~the~~ Fig. B1, Appendix 2 of ~~said~~ the Portland Cement Association Engineering Bulletin, supra. It allows an estimation of equivalent normal concrete thickness of composite concrete pavement corresponding to the different combinations of thickness of lean concrete subbase and normal concrete surface course of pavement.

Please amend the paragraph at Page 3, lines 23 through 29, as follows:

Moreover, efficiency of composite pavement with lean concrete subbase can be estimated as a ratio of equivalent normal concrete thickness of composite pavement to physical one (thickness of subbase plus thickness of surface course). Estimations of this ratio corresponding to the values of modulus of rupture of concrete in the range from 150 to 450 psi, the values of thickness of subbase equal to 4, 5, and 6 inches, and the values of normal concrete surface course in the range from 7 to 11 inches were calculated according to design chart Fig. B1 of ~~said~~ the Engineering Bulletin, supra. Average estmates of this ratio are presented in ~~the~~ Table 2

Please amend the paragraph at Page 5, lines 16 through 23, as follows:

Still another important object of the present invention is to obtain composite concrete pavement for highways and streets with the thickness of the normal concrete surface course determined ~~by determined~~ by requirements for ~~the~~ abrasion resistance, and the lower layer or ~~and~~ subbase of concrete with the coarse aggregate defined as enriched limestone waste. Compressive and flexural strength of concrete the of lower layer or ~~and~~ subbase can be at least close to that for concrete of surface course. Concrete of the lower layer or ~~and~~ subbase requires a consumption of cement, which is less or at least close to that for concrete of a surface course of the same compressive strength with crushed granite as a coarse aggregate.

Please amend the paragraph starting at Page 3, line 24, through Page 6, lines 1 through 4, as follows:

A ~~The~~ most important object of the present invention is to obtain concrete with the coarse aggregate as a processed by-product of regular sizes of crushed limestone manufacture defined as enriched limestone waste. Grading of this aggregate is intermediate between coarse and fine aggregates in Terminology of ASTME (American Society for Test and Materials) C125. Compressive and flexural strength of concrete with this coarse aggregate should be higher than or at least close to that for concrete of

the same consumption of cement with crushed granite of regular sizes ~~number~~ as a coarse aggregate.

Please amend the paragraph at Page 6, lines 5 though 11, as follows:

The main advantage of the present invention is that ~~the feasibility~~ of obtaining of concrete with the values of specified compressive strength and modulus of rupture up to 5,000 psi and more than 750 psi, respectively, using a processed by-product of the manufacture of crushed limestone of ordinary sizes defined as enriched limestone waste as a coarse aggregate. It does not require excessive consumption of cement, the amount of consumed cement for this concrete is less than or at least close to that for concrete of the same compressive and flexural strength with crushed granite and crushed limestone of ~~the~~ ordinary sizes as a coarse aggregate.

Please amend the paragraph at Page 6, lines 12 through lines 20, as follows:

Another important advantage of the present invention is the possibility of construction of composite concrete pavement using very cheap concrete of compressive strength and modulus of rupture up to 5,000 psi and more than 750 psi, respectively, with ~~the~~ enriched limestone waste as a coarse aggregate for ~~of~~ subbase ~~and/or~~ or lower layer of this pavement. Consumption of cement for concrete with the enriched limestone waste as a coarse aggregate is less or at least close to that for concrete of surface course of the same compressive strength with crushed granite of regular sizes as a coarse aggregate. Compressive and flexural strength of concrete for the subbase ~~and/or~~ or ~~for~~ lower layer can be not less than that for surface course of this pavement. ~~As a result, equivalent normal concrete thickness of composite concrete pavement can be close to physical one of this pavement.~~